

SHOOTERS IN CLOSE CONTESTS

TRIPLE TIE FOR JANUARY CUP AT TRAVERS ISLAND.

W. A. Wilson beats Dr. Brown and P. R. Robinson in Shoot-off—Frank H. Stephenson Defends His Title at Crescent A. C.—Larchmont Defeats Yale.

The final race for the January cup was the shoot-off at the New York A. C. shooters at Travers Island yesterday. Dr. Brown and W. A. Wilson had previously scored for the prize and as P. R. Robinson won the tie yesterday this left a triple tie for the permanent ownership. A shoot-off was arranged and Wilson won with a total of 4-22, Dr. Brown having one target less from scratch. Robinson wound up with 3-19.

Wilson quit with the high gun honors of the day.

After he had defeated the January cup shoot-off, Wilson was the favorite for the trophy. For the Westley-Richards prize of \$100, Wilson was the favorite. He was high man with the perfect score of 100, and he was the only one to hit the bullseye. He also carried the Kuchler trophy and the poor score was due to the waning light, as the sun was the only one to hit the bullseye. Kuchler gave Wilson a hard run for the trophy by scoring in two of the races. He was the only one to hit the bullseye. The trophy was won by Wilson. The trophy was won by Wilson.

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KNIGHT DECK'S GOOD RACE.

Neglected in the Betting, He Wins Handicap in Track Record Time.

STANLEY, Mexico, Jan. 29.—Knight Deck, admirably ridden by Schilling and G. Bedwell, easily won the handicap, one mile, at Terminus Park to-day and in doing so established a new track record for the distance by stepping it in 1:37 4-5, which is 1-5 of a second faster than the best previous time. Knight Deck carried 112 pounds.

His victory to-day was a big surprise, even to his former owner and breeder, L. O. Lee. The horse opened at 8 to 5, but gradually drifted back as no money showed for him. Soon 3 to 1 was freely offered and not taken. Knight Deck was the one plucked out at 10 to 1.

W. A. Leach went to the front easily and set a terrific pace, with Knight Deck close to him. Knight Deck was the one plucked out at 10 to 1.

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CURRENT SPORTING GOSSIP

JOHNSON ACCUSES LANGFORD OF FRAMING A FAKE.

Intimates That Bout With Ketchel Prevented Here Last Fall Was a Private Scheme to Divide \$25,000—Present Wrangling May Disclose Other Things.

The proposed Jeffries-Johnson fight is causing so many wrangles that in due time, it is thought, the sporting public will receive some interesting inside facts. Joe Woodman, manager of Sam Langford, when he stayed in Los Angeles the other day, the Texan "sawed up" Jack Johnson after a secret confab in Pittsburgh on November 23, did not realize that he was treacherous on dangerous ground. He told nothing new except that he made known the details of the bargain said to have been made by Johnson and Johnson's manager, George C. Campbell, the Nevada man's bid for the mill. But Johnson has come back not only with a denial but also with a counter charge to the effect that Woodman had framed up a fake fight between Langford and Stanley Ketchel, that trying to last September at the Fairmont A. C. and that the trick would have gone through without a hitch but for the interference of the authorities.

Johnson insists that he knows what he is talking about, and that he is not going to let the matter rest. When Ketchel and Langford were matched last summer there were rumors that the men had some secret understanding, but the Fairmont Club managers denied them. It was said that the pugilists agreed to divide \$25,000 equally and "fight" ten rounds. Johnson, however, a knockout so that another and longer mill could be arranged for a bigger purse at the instance of a well known California promoter. If any such agreement existed between the crack middleweights it is plain enough that they were ready to take part in a fake and the charge now made by Johnson serves to recall many suspicious details. One story circulated at the time related Ketchel's fear of a defeat at Langford's hands because such a misfortune would kill all interest in the fight. Johnson's subsequent mill with Johnson. Another yarn was to the effect that after making a secret agreement with Langford to stay ten rounds Ketchel was afraid of the double cross. Furthermore it was common gossip that persons closely connected with the fight were making a California promoter's success in having the attention of Gov. Hughes called to the fact that the anti-fighting law was about to be violated.

The exchange of compliments between Johnson and Ketchel, however, was not so complimentary. Johnson, who was believed to be of merely passing interest compared with the inside workings of the Jeffries-Johnson fight. The row between Promoters Gleason and Rickard has reached a stage that suggests that the pugilists are ready to fight. The pugilists are ready to fight. The pugilists are ready to fight.

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YACHTS AT MORRIS HEIGHTS.

Many New Cruising Power Boats Building for the Coming Season.

Many new yachts of all sorts and sizes, and mostly of the cruising power boat type, are being built at the yards of the Gas Engine and Power Company at Morris Heights, and the big plant is a very busy place. The largest gasoline craft is a 115 foot cruising power boat for Eisonen brothers of Philadelphia, and the largest yacht in the yard is a 140 foot steamer for a New York syndicate.

George C. Campbell of this city is having a 42 foot raised deck cruiser built which is almost finished. This yacht is fitted with a four cylinder Speedway motor of 32-40 horse-power.

William H. Rankin of Elizabeth, N. J., has had a 40 foot cabin launch built which will soon be shipped to Florida, where it will be used until spring. The boat has a six cylinder Speedway motor and is expected to make thirty miles an hour.

C. A. Schieren of Brooklyn has ordered a 40 foot cabin boat for use on the Great South Bay. The boat is to be a 40 foot cabin boat and make thirty miles an hour.

The Sibley Watson of Rochester has had built a 28 foot mahogany motor boat as tender for his auxiliary schooner Genesee. This boat is to be a 28 foot mahogany motor boat and make thirty miles an hour.

A 45 foot racing boat of the runabout type is being built for James J. Carr, Jr., from designs by A. Cary Smith & Co.

J. Bell of Lake Charles has had built a raised deck cruiser fitted with a four cylinder motor. This has been shipped.

The fourth Speedway launch that Mr. Bell has ordered and made for his own use is a 45 foot racing boat of the runabout type. It will make twenty miles an hour.

George McKesson, owner of the 45 foot racing boat, has had a 45 foot racing boat of the runabout type built for his own use. It will make twenty miles an hour.

C. B. Mason's steam yacht Mayita, Joseph Sibley's steam yacht Valcour, Abram Boudin's steam yacht Valcour, and George C. Boldt's steam yacht Louise and others are being overhauled and repaired.

The Sibley Watson of Rochester has had built a 28 foot mahogany motor boat as tender for his auxiliary schooner Genesee. This boat is to be a 28 foot mahogany motor boat and make thirty miles an hour.

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PRINCETON'S FOOTBALL DRAS

RADICAL CHANGE SUGGESTED REGARDING INTERFERENCE.

Proposal That No Player on the Side Having the Ball Shall Pull, Push or Hold on His Feet the Man Running With the Ball—Alteration in Forward Pass.

PRINCETON, N. J., Jan. 29.—Radical changes in the football rules are to be proposed by Princeton at the meeting of the football rules committee in New York next Friday. The most sweeping change is that no player on the side having the ball shall pull, push or hold on his feet the man running with the ball. Princeton's football authorities recently completed an extensive investigation and discovered that 90 per cent. of the rush line injuries came from interference of this kind. The announcement of the committee follows:

"That seven men shall stand upon the line of scrimmage when the ball is snapped and that three of the backs shall stand at least five yards behind the line. Further, that no player of the side having the ball shall pull, push or hold on his feet the man running with the ball. Princeton's football authorities recently completed an extensive investigation and discovered that 90 per cent. of the rush line injuries came from interference of this kind. The announcement of the committee follows:

"It is believed that this change, which merely restores the game as it was before the introduction of momentum mass plays, will permit the invention and use of a variety of forms of interference, but that this interference will have to be limited to the closely packed and interlocked mass of men which one man hitherto has had to meet. The prevention of the players from wrapping their arms about the runner and smashing him by sheer force through the line is believed to eliminate 90 per cent. of the rush line injuries.

"The committee will advocate in regard to forward passes that if this play is retained the ball may be passed at any point over the line, that only two men of the passing side shall be eligible to receive, and these two to be the men on the ends of the line and that the pass must be caught or become dead; in other words that a pass which strikes the ground or which is fumbled by the receiver or which is not caught shall go for no play.

"The most important change advocated upon this play is the removal of the enaction of a rule preventing opponents from intentionally interfering with the receiver. It is proposed that opponents may jump and endeavor to recover the ball themselves, but that they are not to be permitted to ignore the ball completely and put the player taking the pass entirely out of play. It is also proposed that the receiver shall be limited to three steps in recovering the ball. It is also proposed that the receiver shall be limited to three steps in recovering the ball.

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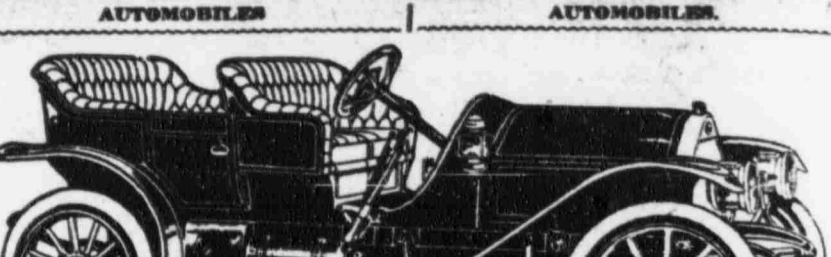
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**Velie**  
40 H.P. \$1,800

We've told you about Velie value. NOW for Velie performance.

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**FIRST WITH A PERFECT SCORE**  
In 24 Hour Endurance Contest held by Northern California Automobile Dealers' Association June 2, over 5 1/2 mile course, defeating 16 cars of higher horse power.

**FIRST HONORS TEXAS ECONOMY RUN**  
Covering 302 miles over bad roads on 19 1/4 gallons of gasoline. The Velie car skidded over an 18 ft. bank, losing 4 hours, while 18 machines passed. The Velie overhauled 17 of them between Fort Worth and Dallas and won the contest.

**FIRST AND SECOND AT ATLANTA**  
Out of a field of 18 cars in Endurance Run Atlanta to Macon, Ga., and return, during Atlanta Show.

GARLAND AUTOMOBILE COMPANY, 1657 B'way, N. Y.  
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**\$1,500**  
An Up-to-the-Minute Car With Mile-a-Minute Speed

The COLE 30 FLYER is the car thousands have waited for. It is a car of costly looks and standard construction at a popular price. A car that contradicts its low price in every detail of construction and finish.

If you are familiar with automobile construction you will realize on examination that the COLE 30 is a triumph in car building and value giving. You will recognize that in every detail of building it compares favorably with the expensive machines.

On the road you will find the COLE FLYER is as luxurious and easy riding as any car can be. It runs smoothly and silently, with no perceptible vibration. It gets under way quickly and easily and gives perfect response to control.

It will carry you over hills without a through sand without fuss—over rough roads without discomfort. It will take you wherever you want to go as quickly as you want to get there, and it will bring you back—without hitch or stop.

The COLE 30 is a light car—as light as a strong car can be. It is easy on tires and more economical of fuel than any car of equal weight ever made.

EQUIPMENT OF COLE 30 FLYER at \$1,500 includes magnetos, head lamps, oil lamps, generator, tools, 34-inch wheels, "Firestone" demountable rims, extra tire and demountable rim and 18-inch steering wheel.

Demonstrations gladly given over your route. We also sell the COLE 30 four and five passenger Touring Cars at \$1,500.

Read the Cole 30 Full-Page Ad in the Jan. 29 issue of The Saturday Evening Post.

**Colt-Stratton Company**  
Phone 809—Columbus Broadway & 68th St.  
We are also selling agents for the "PAIGE DETROIT" at \$800—a stylish, speedy 25 H. P. Roadster.